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SUBJECT Grossenhain Airfield

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AIR

GROSSENHAIN Airfield (September 1952)

**SECRET**

1. Aircraft

a) <u>5 Sep 52</u>	<u>19 Sep 52</u>	<u>28 Sep 52</u>
8 MIG 15s	12 MIG 15s	18 MIG 15s
2 LA 7s	2 LA 7s	1 PO 2
		1 LA 7

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SO DB

b) On 25 Sep 52, the aircraft were parked as follows:

8 MIG 15s, in line abreast facing West, at the Eastern end of the runway;

8 MIG 15s, in line abreast facing East, along the Eastern end of the hangar area;

2 MIG 15s, the LA 7 and the PO 2, at the South-Eastern corner of the hangar area (near the perimeter fence).

c) All MIG 15s were accoutred with olive coloured protective cloth

coverings. When seen without these earlier in the month MIG 15s

had [ ] the conventional red star on

white background on mainplane, fuselage and tail fin.

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2. Flying

There was no flying on 5, 19 and 25 Sep 52.

3. Radio and Radar

a) DUMBO in situ on the Northern edge of the airfield but not in operation.

b) No radio vehicles seen on the airfield.

c) Otherwise no change.

4. Vehicles

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On 25 Sep 52, [ ] was travelling along the Western edge of

the airfield. Driver and co-driver wore skyblue/black shoulderboards.

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~~SECRET~~

5. Suspected Dump

At the South-Western corner of the marshy ground known as GROSSER SPITTEL (at the Northern edge of the airfield) there is a large earth mound. This has an entrance to it from the South with doors estimated to be large enough  Immediately to the North of this mound there is a wooden tower of an estimated height of 7 m manned by a sentry. No vehicle traffic was observed at this point.

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